

SECRET

DETACHMENT "H"

4 April 1969

STANDARD OPERATING PROCEDURE

25X1A

H-50-9 This SOP supercedes H-50-9 dated 26 July 1966.

WEATHER MINIMUMS

- I. PURPOSE: To establish take-off and landing minimums for mission aircraft flying operations.
- II. SCOPE: The provisions of this SOP are applicable for all flights of mission aircraft.
- III. RESPONSIBILITY: It is the responsibility of the Director of Operations to insure adherence to the provisions of this SOP.
- IV. PROCEDURES:

A. Take-off Minimums: All take-offs will have a suitable alternate available and adhere to the following minimums unless waived by mutual agreement of the Manager and [REDACTED] Commander:

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1. Take-off minimums for pilots in Category I status:

(a)	<u>FACILITY AVAILABLE</u>	<u>CEILING/VISIBILITY</u>
	TACAN/GCA	500' 1 mile
	TACAN only	800' 2 miles

2. Take-off minimums for pilots in other than Category I status:

(a)	<u>CATEGORY/TRANSITION STATUS</u>	<u>CEILING/VISIBILITY</u>
	Transition 1 & 2	2500' 3 miles
	Transition 3,4, & 5	1500' 3 miles
	Category 2 & 3	1500' 3 miles

3. Take-off minimums for Functional Check Flight (Maintenance):

(a) Weather minimums are 1500ft/3 miles existing and forecast for duration of flight plus one (1) hour.

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B. Landing Minimums: The following minimums will be adhered to unless specifically waived by mutual agreement of the Manager and [REDACTED] Commander.

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1. Weather:

FACILITY/RUNWAYCEILING/VISIBILITY

TACAN-ADF/ 05

400' 1 mile

23

500' 1 mile

GCA-ASR / 05-23

300' 2 miles

GCA-PAR / 05

250' 1 mile

GCI only/ 05-23

1500' 3 miles

2. Winds:

- (a) Crosswind limitation for take-off and landing will be IAW the crosswind component chart in Sect 2 of the U-2R-1.

C. Functional Check Flight which require an engine shutdown will require an alternate having not more than a scattered condition nor less than five (5) miles visibility during the period of the proposed flight.

D. Suitable Alternate is defined as an airfield having jet recovery capability and a ceiling and visibility of 5000 ft and 5 miles existing and forecast for the duration of the proposed flight plus one (1) hour.

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E. Flying cancellation due to weather: The Manager and/or [REDACTED] Commander retain the prerogative to cancel flying at any time, based on a personal assessment of prevailing weather conditions and individual pilot capabilities.

[REDACTED]

Detachment Commander

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